PILLSBURY-WASHBURN CONCERN SHORT OF READY CASH.

Bumors Also Tell of Mismanagement and Efforts of English Shareholders to Get Control-Assets Are Placed at \$15,000, 800 and the Liabilities at 89,000,000.

MINNBAPOLIS, Aug. 8.—Shortage of ready cash, an attempt on the part of English shareholders to freeze out American interests and alleged mismanagement are among the various reasons given for the application filed to-day for a receiver r the Pillsbury-Washburn Flour Mills Company, Ltd., Minneapolis.

None of the mills or elevators of the company will close down because of the receivership proceedings. It was emphatically announced to-day that operations would be more vigorously pushed than

The Northwestern National, First National, Security National and Swedish-American National banks, all of Minneapolis, and the Second National Bank of St. Paul filed the petition for the receivership. John S. Pillsbury, Minneapolis, as a shareholder, is named among the applicants.

The proceedings were before Milton J. Purdy, United States Circuit Judge. The Court appointed A. C. Loring, C. S. Pillsbury and T. C. Cobb, all of Minneapolis, receivers. A joint bond of \$500,000 was required. Another meeting of creditors will probably be held before Judge Purdy

The estimated assets of the Pillsbury-Washburn and allied companies are \$15,000,-The unsecured liabilities are \$5,000,000, and the secured liabilities \$4,000,000. The greater part of the indebtedness of the concern is in the shape of notes ranging from \$1,000 to \$125,000.

Large and small banks all over the United States, but principally in the West and Northwest, are among the creditors. Al-most every bank in Minnesota holds notes against the company. Banks in Chloago, New York, Omaha, St. Louis, Kansas City, Milwaukee, Des Moines, Keokuk and other large cities hold promissory notes given by

The receivers appointed to-day are required to report to Judge Purdy inside of ninety days, giving an accurate account of the condition of the company.

The company, it is said on good authority, is as well off now as ever before. Its present straits, it is said, are due to a lack of ready cash with which to fill export contracts, for wheat flour. The greater part of its holdings are in the shape of real estate, mills, elevators and similar

Jacob Newman and C. W. Folds, attorney of Chicago, the former representing creditors in the sum of \$1,500,000, the latter for \$5,000,000, appeared before the court for their respective creditors.

The Pillsbury-Washburn Flour Mills Company, Ltd., was incorporated in England in 1889. There are 100,000 shares at £10 each, capitalizing the company at

John S. Pillsbury owns 1,894 shares of preferred stock and about the same number of common shares. He is said to be the largest single stockholder.

The company controlled the Minneapolis Milling Company, the St. Anthony's Falls Water Power Company, the Minneapolis and Northern Elevator Company and other subsidiary corporations and 5,000 agencies in all parts of the world.

The petition for a receiver was not fought by the company. It was admitted in the reply to the petition, filed to-day, that the company owned about \$9,000,000, \$4,000,000 of which is secured by mortgages.

The Pillsbury-Washburn Flour Milling Company is an outgrowth of the C. A. Phili bury Company. According to the papers filed to-day the company's receipts during the last fiscal year were \$22,000,000.

The creditors applying for a receiver in the petition name the following sums as due them: Security National Bank, \$75,000; First National Bank, \$75,000; Swedish-American Bank, \$50,000; Northwestern National bank, \$125,000; Second National Bank, St. Paul. \$15,000.

The company's bonded indebtedness of \$4,000,000 and the \$5,000,000 or \$6,000,000 of estimated indebtedness on outstanding paper will come before the stock in the settlement of the company's affairs.

The plans for the reorganization of the company are already tentatively discussed in financial circles. The milling plants of the company will continue to operate under the receivership without any cessation in the manufacture or marketing of the Pillsbury-Washburn product. While no one can say what the outcome of the receivership will be it is generally understood that a reorganization of the Pillsbury-Washburn edrporation will be undertaken and accomplished probably within the year.

Minneapolis bankers stated to-day that they had believed in the Pillsbury-Washburn paper and had been recommending it to purchasers and that they therefore did not hesitate to state that they were carrying it now and had confidence that it would prove sound and profitable. The belief that the paper of the company is good and will be paid has inspired confidence on every side.

The immediate work of the receivers will be that of examining the books of the parent company and its subsidiaries with a view of preparing an accurate statement of finances. This work will take about

The sale of the Pillsbury mills was made to the English syndicate in 1887. At that time it was the largest deal in manufacturing property ever made in the Northwest. Besides the interest of C. A. Pillsbury & Co. there was taken over the property of the W. D. Washburn Mill Company and the St. Anthony Water Power Company, owned by James J. Hill and his associates. The entire property was incorporated under the name of Pillsbury-Washburn Flour Milling

Company. C. A. Pillsbury, the founder of this company, was one of the pioneers in the modern milling industry. When he came to Minneapolis, in 1869, the city was already a milling centre of some note, but the mills were old fashioned stone mills. They soon gave way to the steel rollers from which moder milling dates its birth and for which the credit is largely due to C. A. Pillsbury. Mr. Pillsbury died in 1899 and the management of the company was entrusted to Henry L Little, one of his protegies.

The main offices of the Pillsbury-Washburn Flour Mills Company are in London. The company was incorporated in 1886 under the laws of Great Britain. It owns five of the largest flour mills in the world at Minneapolis, with an aggregate capacity of 30,000 barrels a day. It owns in addition the water power on both sides of the Misslasippi River at Minneapolis, with two dams of 45 feet and 25 feet head respectively. The former supplies power for the company's mills and other mills in the city, and the latter is leased to the Minneapolis General Electric Company, which furnishes power to all the street railroads of espolis and St. Paul. A representa-

RECEIVERS FOR BIG FLOUR CO. | the income from the water power alone | P. S. BOARD WITH THE PUBLIC the income from the water power alone could be made to pay 5 per cent. on the company's total capitalization.

The New York representative of the company is George A. Zabriakie. The receivership, he said, was a friendly proceeding taken as a preliminary to reorganizing the company and obtaining additional working capital. He denied that the embarrasement was in any way due to speculation in the wheat market, but said that it was caused entirely by business conditions prevailing generally since the panic, that is, to slow collections, a decrease in sales and to inability to sell mercantile paper as readily or in as large amounts as previously. He could make no estimate of the amount of liabilities.

"The business of the company will not cease for an instant as a result of the reeivership," Mr. Zabriskie continued. "Last May the directors of the company decided to postpone the payment of the divdend on the preferred shares which had been voted in December until such time as the board resolved payments could be conveniently made. Since then the need for additional working capital has become more urgent and it was decided that it was for the best interest of all to reorganize. I do not know whether the reorganized company will be a British or an American corporation, but I understand that plans for reorganization are well under way.

"The plan contemplates the raising of addiditional money from the stockholders. No creditor will be asked to shade his claim or will lose a dollar., The receivership is more in the nature of a reorganization than a failure, and the company will come out of the receivership stronger than ever

before." The company has a total capitalization of \$9,000,000, divided into \$2,500,000 common, \$2,500,000 cumulative 8 per cent. preferred and \$4,000,000 first mortgage 6 per cent. debentures. Dividends at the rate of 4 per cent, on the common were paid in the first two years of the company's existence but were then discontinued. Regular 8 per cent. dividends have been paid on the preferred up to this year. In the fiscal year ended June 30 last the company had not earnings of \$460,000 and reported a surplus of \$65,000 after the payment of

The stock is listed on the London Stock Exchange and is dealt in there only, although about 70 per cent. of it is held in this country. Of the debentures about 80 per cent. are held in England. Richard H. Glyn, a London banker, is chairman of the board, and the directors are George Clouette, Richard H. Glyn, Sydney T. Klein and Frank Spencer, all of London. All the business apart from the financial direction was conducted by an American comnittee consisting of C. M. Amsden, William de la Barre, Henry L. Little, A. F. Pillsbury and W. D. Washburn, all of Minneapolis. The company has been a gorgeous advertiser, and the pictures of the beautiful young female cooks who will have no flour but Pillsbury's have gone over the world.

WM. REYNOLDS IN AUTO WRECK.

Brooklyn Ex-Senator's Father Taken 19 Miles in an Ambulance to His Home.

William Reynolds, father of ex-Senator Reynolds of Brooklyn, had two ribs broken and was otherwise injured in an automobile accident near Ocean Side, L. I., yesterday afternoon and was brought in an ambulance to his home at 258 Jefferson avenue, Brooklyn.

Mr. Reynolds and G. W. Lounsberry of the Long Beach company were on their way from Jamaics to Long Beach in ex-Senator Reynolds's automobile with Edward Lawson, the chauffeur, driving. When they neared a point known as stop 102 at Ocean Side Lawson slowed up because westbound cars of the New York and Long Island Traction Company, which cross the road at this point, are hidden from view by a thick growth of underbrush and also by an extension of Hamil's Hotel.

Just as the automobile was crossing the tracks a westbound trolley car, in charge of Motorman Albert Koehler, hit the autoof Motorman Albert Koehler, hit the automobile in the middle and toppled it over
on its side. Neither the trolley car nor
the automobile was going at a high rate
of speed, or it is probable that those in the
automobile would have been killed. As it
was, the automobile barely toppled over
in the roadway. Mr. Reynolds was hurt
by being caught by the tonneau, which
struck him in the side.

Dr. Frank T. Delano of Rockville Centre.

struck him in the side.

Dr. Frank T. Delano of Rockville Centre, who was passing, summoned an ambulance from the Nassau County Hospital at Mineola, and after it was found that Mr. Reynolds had had two ribs broken it was decided to get him to his home in Brooklyn at once Dr. Delano got into the ambulance with Mr. Reynolds and they were driven the nineteen miles to his home. The chauffeur returned to Brooklyn on a car and teur returned to Brooklyn on a car and Mr. Lounsberry went on to Long Beach.

At his home in Brooklyn it was said last night that Mr. Reynolds's condition could not be determined until to-day.

HOSE BURSTS AT FIRE. When Six Lines Snap There Is Trouble at a Harlem Factory Blaze.

Bursting hose caused trouble at a fire which had pretty much its own way in the six story factory building at 232 and 234 East 111th street shortly before 6 o'clock last night. Six sections popped at critical moments and the tenement house at 238 East 111th street suffered as the result of a line of hose which had been laid through the

hallway bursting. The Italian mission chapel of St.

The Italian mission chapel of St. Andrew's Protestant Episcopal Church, adjoining the burning building on the east, had a narrow escape. The occupants of the six story tenement on the west got out in time to keep from being scorched.

The fire jumped across the street to the roof of the tenement house at 233, but a bucket brigade put out the blaze there. Two alarms were sounded for the fire. Several persons when they saw the blaze fired revolvers as signals of danger.

The burned building was occupied by M. Marcasella's shirt factory; Mayer & Pincus, makers of paper boxes, and the New York Fruit Company. Acting Chief Langford estimated the damage at \$20,000.

A SUICIDE ON RAILROAD BRIDGE.

Times Were Too Hard for Robert Miller Carpenter, and He Hanged Himself.

Robert H. Miller, 45 years old, a carpenter, hanged himself yesterday morning from the New York. New Haven and Hart-ford Railroad bridge at 142d street and Pocahontas Cut. Miller had lived with Mrs. Louise Degause at 66 East 149th street, but left there some time ago to hunt for work. A few days ago Mrs. Degause re-ceived a letter from him saying that times were hard and he was going to take his

About 4 o'clock yesterday morning the engineer of a northbound train saw Miller's body. An ambulance doctor said that Miller had been dead two hours.

Auto Hits Street Car Conductor. CEDARHURST, L. I., Aug. 8.-George Calbe, a conductor in the employ of the Long Island Electric Company, is in St. Mary's Hospital in Jamaica. He got off his car here this evening to turn the signal his car here this evening to turn the signal lights and was hit by an automobile owned by Lambert C. B. Cameron of 286 St. James place, Brooklyn, and driven by Charles Bonner, a colored chauffeur. When picked up he was unconscious and Mr. Cameron placed him in his automobile and hurried him to the hospital, where he was found to be suffering from a bad scalp wound, a fractured knee, injuries to the back and several contusions. The police did not nake any arrests.

SETS OUT TO HELP THE CITIZEN IN TRANSFER MATTER.

Will Seek to Prove Discrimination Against the Central Part of the City-Says John D. Crimmins Is Wrong in Blaming It for Disintegrating the Transit Unit.

At the public hearing to be held next Tuesday by the Public Service Commission on the cutting off the Fifty-ninth street transfers the members of the board will give their attention not so much to the question of the profitableness of the Belt Line as to the fact that the stopping of the transfer privilege on Fifty-ninth street works a hardship to the residents of a large part of the city.

Between Thirty-fourth and 116th streets the only crosstown line on which passengers could transfer since the Metropolitan went into the hands of the receivers was the Fifty-ninth street. Below Thirty-lenthus fourth street and above 116th there are inight. many crosstown transfer lines, and at Tuesday's hearing the commission will maintain that it is within its power to prevent dis-crimination on the part of the railroad companies against some particular section of the city.

The formal order for the two companies to show cause why they should not establish joint rates specified that the commission would confine itself to considering the ordering of such joint rates on these routes. From any point on the portions of the lines indicated below in class No. 1, thence northward along any one of the said lines to and along the Fifty-ninth street line of the Central Park, North and East Rivers Railroad Company and thence northward on portions of the lines indicated below in class No. 2 and in

the reverse direction. Class No. 1--The portions of north and south lines operated by the receivers of the Metropolitan Street Railway Company north of Thirty-fourth street as far as Fifty-ninth

Class No. 2-The portions of north and south lines operated by the receivers of the Metropolitan Street Railway Company north of Fifty-ninth street as far as 116th street.

Travis H. Whitney, secretary to the Public Service Commission, replying yesterday on behalf of the board to the criticism made by John D. Crimmins that the breaking up

on behalf of the board to the criticism made by John D. Crimmins that the breaking up of the transportation unit in Manhattan was due to the orders which had been issued by the commission, said that the view taken by Mr. Crimmins was unfair and that a perusal of the orders issued by the commission would prove this.

"The most important order issued to the Metropolitan receivers," Mr. Whitney said, "required them to overhaul all of their cars and put them in a perfect operating condition satisfactory to the electrical engineer of the commission. The work of overhauling the open cars was completed in time to have good cars for use during the summer, requiring the expenditure of several hundred thousand dollars and the employment of something like 500 additional men by the receivers. They are now under orders to overhaul their closed cars at the rate of 100 a month and to complete this by the end of September in order that these oars may be fit for service during the winter. These two orders are undoubtedly expensive to the receivers, but to the residents of Manhattan who knew the condition of the cars at the time the receivers came into possession of the lines such orders will hardly be regarded as unwise or without value.

"The other important class of orders issued to the receivers related to service. The public service commissions law affirmatively required companies to afford adequate service and have sufficient cars to messall the requirements of transportation which may be reasonably anticipated, unless relieved therefrom by order of the court. The commission undertook to make this effective by furnishing what it would regard as a standard of adequacy under the law and these orders for increased service have been based on this principle. The principle adopted in general is that there must be afforded a 10 per cent, excess of seats over passengers for each fifteen minute period, but when this is impossible the running of a number of cars which is the physical limitation of the line. The giving of adequate se

the running of a number of cars which is the physical limitation of the line. The giving of adequate service under orders of the commission may be expensive, but no citizen who is compelled to use the surface lines will regard it as unwise or without value."

COLLUSIVE BIDDING CHARGED. Five Boston Business Men Indicted and Held for Trial.

BOSTON, Aug. 8.-The Grand Jury to-day reported indictments against five business men charged with conspiracy to defraud the city of Boston by collusive bidding on

The men indicted are David H. Andrews president of the Boston Bridge Works; Charles N. Fitts, secretary of the New England Structural Company; Duncan D. Russell, treasurer of the James Russell Boiler Works Company; Charles F. Koopman, Cunningham Iron Works, and John E. Lynch, treasurer of the Hodge Boiler Works. George P. Bullard, president of the Eastern Expanded Metal Company, was indicted on a charge of working in cooperation with another person to secure contracts for roofing materials from persons unknown

in such a way as to suppress fair competi

The five men were arrested in June and appeared in the lower court and were held in \$2,000 each for the Grand Jury. When the Grand Jury report was made to Judge Crosby in the Superior Criminal Court today, he ordered the defendants held in the secondary to the court of the country of the co day, he ordered the defendants held in the same bail for trial. Koopman entered a plea of not guilty. Counsel for the other five defendants made objection to the form of the indictment and asked that they be allowed to defer the pleas of their clients. Judge Crosby ordered that pleas of not guilty be entered, and this was done.

CUPID SITS IN JUDGMENT. Decides Promptly Case for Which Court Could Find No Law.

CHICAGO, Aug. 8.—Cupid gave the decision to-day when Municipal Judge Gemmill tried to choose a husband from two suitors for the hand of Agnes Babesh. A spirited Greek, Chris Simaris, and a Pole. Peter Patrica, each armed with a marriage license and both claiming to be betrothed to the young woman, fought for the girl and the Greek won.

For months both suitors have been seeking the hand of Miss Babesh. Last Sunday after Patrica had spent \$200 for the wedding trousseau and all was ready for the wed ding the young woman disappeared and it was discovered that Simaris had won her affections and that he had kidnapped her. Patrica learned that great preparations were being made by Simaris for his marriage so Patrica swore out a warrant.

"She's mine," said the Pole to the Court.

"I bought all her clothes and got a new

"She does not care for your house and she
wants me!" snapped the Greek:

"I am afraid the law doesn't provide for
such cases. Miss Babesh, whom do you
prefer for a life partner!" asked the Court.
She selected Simaris and invited the Judge
to attend the wedding.

increase Weight Limit on Parcel Mail to

Germany. WASHINGTON, Aug. 8 .- An order was ssued by the Post Office Department today increasing the weight limit on parcels sent through the mails to Germany from five to eleven pounds. The order also pro-vides that parcels will be accepted without regard to the value of the contents, instead of the limit of \$50.

BUFFALO LAWYER KILLED. Edward M. Sleard the Victim of Collision

Between Auto and Trolley Car.

BUFFALO, Aug. 8 .- Edward M. Sloard, a prominent lawyer and clubman, was in-stantly killed to-day in a collision of his automobile with a trolley car. Joseph Dart. also of a prominent family, escaped with a few injuries. The car, with Sicard driving, was running out Main street at a high

rate of speed. Sicard was keeping the wheels in the outbound car tracks. An incoming car on the opposite track approached at the rate of about twenty miles an hour. Probably on account of a defect in the steering apparatus the automobile swerved over in front of the trolley car and the two met in head on collisio

The crash shattered the trolley and crumpled the automobile up like a paper box Sicard was tossed high in the air and his body struck the roof of the trolley in deecent. Dart was not thrown out. He was taken to a hospital, where it is said that his injuries are not serious. Sicard was an enthusiastic motorist and drove much at

SENATOR ALLISON'S FUNERAL. Unusual Evidences of Grief Mark Last Rites

Over Iowa Statesman DUBUQUE, Ia., Aug. 8.—As he lived, so was Senator William B. Allison buried today in a manner devoid of all ostentation. The services were simple and consisted of reading from the Scriptures and a prayer. The Rev. G. T. Bergen of the Westminster Presbyterian Church officiated. There was no music. The interment was private, and after the Presbyterian committal service had been read by Dr. Bergen the body of the Senator was lowered into its last resting place on the hillside which overlooks the Mississippi River.

The city was in mourning. Evidences of grief were everywhere manifest. Seemingly every man, woman and child in Dubuque wore a miniature picture of the departed statesman with a background of crepe. Larger portraits dressed in black appeared in nearly every store, shop and residence window. Even the street cars were draped

in black.

Gov. Cummins and all the State officials and hundreds of private citizens were present from all parts of the State. The Senatorial delegation, headed by Vice-President Fairbanks, and the members of the Congressional delegation reached Dubuque shortly after noon and were met by a citizens' committee and conveyed in carriages to the Allison home.

Vice-President Fairbanks led the long funeral certège to the cemetery gate, where the column separated and the immediate friends and neighbors entered with their dead.

CARRIED DEAD CHILD ON A CAR. Italian Woman's Infant Died While She Was Returning From Astoria, L. I.

A heartbroken mother carrying a dead infant in her arms was the unusual cause of a small panic aboard a Flushing avenue trolley car bound for the Ninety-second street ferry in Astoria about 10:30 o'clook yesterday morning. When the passengers found out about it they had the conductor stop the car, and then Detective William Hennessey, who happened to be in the vicinity, was called. Hennessey quieted the women and children passengers by taking the weeping woman with her child off the car.

At the Astoria station house the woma said she was Mrs. Rose Galdario of 320 East 163d street, Manhattan, where her husband is engaged in the coal and ice business. The dead infant was her daughter Esther. 1 year old. Doctors told her that the child was hopelessly ill, and on Friday she visited her brothers. Michael and Nicholas Spinoso; at 40 Goodrich street, Astoria, so they might see the child alive once more. She remained over night and while on her way to the trolley yesterday morning the child died in her arms and she concluded to continue her journey back to her home carrying the infant.

Later when arraigned before Magistrate Connolly charged with attempting to carry a dead bedy out of the county without a Coroner's permit she repeated her story and was discharged. The body of the infant was left in the Astoria station house until a permit fer its removal to Manhattan was obtained from the Queens Coroner's office. East 163d street, Manhattan, where her

TO IMPROVE MINING METHODS. Experts From Belgium, Germany and England to Work With U. S. Officials.

BOONVILLE, Ind., Aug. 8.-Senator Hemenway has been notified that Capt. Des-borough, chief of the British explosive commission; Mr. Meissner, head of the German mining service, and Mr. Watteyne, head of the Belgian mining service, have accepted an invitation from the Secretary of the Interior to visit the United States

of the Interior to visit the United States to confer with officials of the Geological Survey as to the best method to be adopted in this country for the investigation and prevention of coal mining accidents.

The investigation will be made in accordance with a resolution which Senator Hemenway introduced at the last session of Congress, when an appropriation was made for determining methods to prevent the less of life in the mines of this country, and to develop a more scientific method and to develop a more scientific method of mining to save the waste of coal.

GIRL MOONSHINER'S BATTLE. Drives Off Revenue Agents After Mortally

Wounding One-Her Third Fight. SERGENT, Ky., Aug. 8 .- For half an hour o-day Miss Mary Fouts, a plucky woman moonshiner, 27 years of age, of Beaver Creek, stood off United States Marshal F. M. Blair and deputies in a battle in which some sixty shots were fired.

It was not until Deputy Marshal Hiram Day was mortally wounded by a shot from the woman that the officers retreated. The woman occupied an advantageous position in a ravine overlooking the public roadway near her still. She has long been wanted by the Government authorities, having often outwitted the officers, this being the third time she has engaged them

AMPUTATION IN THE STREET. Physician Acta Quickly for Boy Run Ove by a Car, but the Boy Dies.

Eleven-year-old Charles Norik, whose parents live at 148 Guernsey street, Williamsburg, was run over by a Lorimer street trolley car at Lorimer and Meserole streets yesterday afternoon while trying to steal a ride and died three hours later in St. Catherine's Hospital. Dr. Ferstler was compelled to amputate to boy's left arm and leg in the street. The accident caused a lot of excitement in the neighbor-Women and children became so hysterical that they had to be assisted home by relatives or friends.

W. J. BREWER INDICTED. Inventor Accused of Stealing a Patent

From a Bayonne Company. William J. Brewer, promoter of the Radial Bearing Company of Bayonne and inventor of several ball bearing appliances, was indicted by the Grand Jury in that city yester-

dicted by the Grand Jury in that city yesterday on a charge of grand larceny. On April
19 last he disappeared from Bayonne, and
Luther G. Gadd, secretary of the company
charged him with stealing models essential
to the continuance of their works.

The indictment has been found on the
complaint of J. E. Hadfield, president of
the concern, who charged him with taking
an automobile patent worth \$200. Brew er
who walved extradition, was taken to
Bayonne by Detective Sergeant Edward
Griffin. He denied the charge.

FARMERS ENJOY BIG SEA DAY

AN OLD FASHIONED "JERSEY WASH" AT SEA GIRT.

Three Thousand Rustles Go in Wagons for Their Annual Plunge in the Surf-Prose eutor's Beteetives Guard Them From the Beer Arks and Shell Game Men.

SEA GIRT, N. J., Aug. 8.—"Big sea day," with all its attractions for rustic New Jersey from forty miles around this place came off to-day according to schedule, for the second Saturday in August has been for time immemorial the day upon which the farmers take their annual dip in the surf. There were fully 3,000 of them and

their wives and children here. "Salt water day," as the occasion is also known, has been an institution whose accumulating history is handed down from one generation to another of farmer folk, and the annual pilgrimage to the ocean from all parts of the country hereabouts s as fixed on the farmers' calendar as Christmas or Thanksgiving.

The visitors began to arrive last night in their "black Maria" wagons, and these were soon converted into miniature hotels, with the family, if it was not too large, sleeping inside and the horses and dogs tied outside. This morning the early arrivals were up at the first peep of dawn, and most of them put on bathing suits and remained in them until they left for home. These visitors were soon greeting others who came from all directions and some of whom had been travelling all night. After a handshake and a how de do the later arrivals were soon in their bathing suits and making a bee line for the ocean.

Bathing suits were varied, but the old style of a pair of overalls or a calico dress is gradually disappearing as the years go by,

the store bathing suits superseding.

For the first three or four hours this morning the scene presented was the old fashioned "Jersey Wash," but toward noon the summer sojourners who are near by began to mix with the visitors around the fakers and sideshows, and by the middle began to mix with the visitors around the fakers and sideshows, and by the middle of the afternoon farmers and their families were in the minority. Touring automobiles were to be seen alongside the most antiquated farm wagons, and smart wagons driven by stylishly dressed women arrived on the scene at the same time with antique stages loaded with pleasure seekers from Freehold and other towns back in the farming section.

Freehold and other towns back in the farming section.

The day passed without special incident. There were frequent "rescues" of faint hearted women who were knocked down in a couple of feet of water by a big wave and who at once began to yell for help, in that manner getting full of salt water. They were soon pulled out and the water poured out of them; most of them went back for another dip, for "salt water day" comes to them but once a year.

Assistant Prosecutor A. J. C. Stokes of Monmouth county had his detectives on the ground all day, and as a result there was but little chance for the beer arks and their proprietors who were trying to furnish liquor to the men from the farms. These men also kept on the lookout for shell game men and other fakers, and several of the gentry were shown the way to the railroad gentry were shown the way to the railroad station.

To-night there was a long string of farmers' wagons heading in all directions from here, out of the back of which stuck the year's supply of whips won at the cane racks or purchased, thirteen for a dollar, of a vender who disposed of nearly two wagonloads of them.

AMATEURS MAKE GOOD ASCENT. Three Men Never Before in a Balloon Make Six Hour Trip.

CANTON, Ohio, Aug. 8 .- Despite the fact that they had never been in a balloon before and knew little about managing one J. H. Wade, Jr., A. H. Morgan and Walter J. Monroe of Cleveland to-day made an ascension from here in the Sky Pilot, owned

by Mesers. Wade and Morgan. They had engaged Leo Stevens of New York, a professional aeronaut, to pilot the balloon for them, but he failed to appear, so Wade volunteered to act in his place. so wade volunteered to act in his place.

After sailing through the clouds for nearly six hours the hig balloon landed its passengers without accident late to-night in a cornfield two miles south of Stillwell. Ohio, fifty miles from here. The men had intended to make a short trip, and at nightfall, when nothing was heard from them, it was feared that they had met with some accident.

with some accident.

When the descent was made the basket of the balloon was dragged some distance over hilly country before the aeronauts could alight. At a farmhouse word was sent to Stillwell by telephone, and an automobile was sent out to take the voyagers into two

The balloon on its trip was allowed to ascend to a height of 5,000 feet and at several places it descended near enough to the earth so that the balloonists' shouts could be heard.

MADE INSANE BY ACCIDENT. Engineer Blames Himself for Death of His Fireman.

WILERSBARRE, Pa., Aug. 8.—Brooding over an accident in which his fireman was killed, and holding himself to blame for it, John Bonavitch of Kingston, one of the best known engineers on the Delaware, Lackawanna and Western Railroad, was committed last evening to the insane asy-

lum at Danville. Bonavitch had charge of a switching engine in the yards at Washington, N. About a month ago his engine collided with another, and James Hull of Newton N. J., who was Bonavitch's fireman, was so badly injured that he died the next

day.

The accident, and especially the death of his fireman, so preyed upon the rhand of the engineer that he fied from Washington and nothing was heard of him until a week ago when he appeared at his home

FEAR BURIED GIRL IS DEAD. Hindu Fakir Who Hypnotized Her Tells

Relatives She's All Right. SANDURKY, Ohio, Aug. 8.—Friends and relatives of Florence Jessie Gibson, the nineteen-year-old girl who was hypnotized at Cedar Point by Bundha Kupparow Hindu mystic, and buried alive seven days ago, fear she is dead.

On peering through the glass airtube into the grave the investigators found that the young woman's face has taken on a waxen hue, and they fear she either is dead or is near death. An effort was made to force the Hindu to exhume the girl, but no law could be found to compel him to do this.

The mystic set to-morrow as the day to bring the girl out of her trance. He laughs at the suggestion that she may be dead, and says she will be as healthy and in as good condition when she is exhumed to-morrow as she was when she was buried.

PLANNING THEATRE MERGER. Sub-Committee Discusses Tentative Scheme for Organization.

The sub-committee of the committee of organization of the proposed union of theatrical men met yesterday at the New Amsterdam Theatre. Tentative plans of

B. Altman & Co.

HAVE RECENTLY INCREASED THEIR FACILITIES FOR FINE DECORATIVE WORK, AND ARE PREPARED TO SUBMIT DESIGNS AND ESTIMATES FOR THE COMPLETE FITTING OF RESIDENCES, CLUBS, HOTELS, ETC.

LACE DRAPERIES, INTERIOR HANGINGS AND RUGS MADE TO ORDER TO HARMONIZE WITH SURROUNDINGS.

AS WORK OF THIS KIND REQUIRES SOME TIME FOR COM-PLETION, IT IS RECOMMENDED THAT ORDERS BE PLACED S MUCH IN ADVANCE AS POSSIBLE.

A SALE OF WOMEN'S NECKWEAR

WILL TAKE PLACE TO-MORROW (MONDAY), COMPRISING:

ETON COLLARS OF BATISTE AND LACE EACH, 25c. & 50c. BATISTE AND LACE JABOTS . . . " 35c. & 50c. SILK TIES WITH FANCY ENDS . .

COLORED COTTON DRESS MATERIALS

CONSISTING OF 10,000 YARDS OF VOILES, UNION LINENS. AND PRINTED DIMITIES, WILL BE OFFERED TO-MORROW (MONDAY),

IIc. PER YARD AT THE ESPECIALLY LOW PRICE OF

WOMEN'S MOURNING OUTFITS

INCLUDING GOWNS, WRAPS, HATS, VEILS, GLOVES AND SIMILAR REQUISITES.

GARMENTS MADE TO ORDER OR ALTERED AT VERY SHORT NOTICE.

NEW IMPORTATIONS OF FRENCH MOURNING HATS AND BONNETS.

MEN'S MOURNING NECKWEAR, GLOVES, HANDKERCHIEFS, ... STATIONERY EXECUTED UPON SHORT NOTICE.

34th Street, 35th Street und 5th Auenne, Mem Bork.

AN UNUSUAL FURNITURE EXHIBIT

Is what we broadly claim for our twelve galleries of woodacrast in its varying forms. There is no confusion of styles herethe Dining Room, the Living Room, the Bedroom, are given their own significance in well assembled groups.

We point particularly to our exhibit of English reproductions in the vein of Chippendale. Sheraton and Adam.

Grand Rapids Furniture Company 34 and 36 West 32d Street Between Broadway and Fifth Avenue

CHAIRMAN CONNERS'S PICNIC

HARMONY MEETING WITH FESTIVITIES ON THE SIDE.

Norman E. Mack, Daniel F. Cohalan and Others Urge the Hatchet be Burled Chairman Gets a Cane to Use as a Big Stick-A Lost Subscription List.

BUFFALO, Aug. 8.-The grand ceremony

of burying the hatchet was the principal faature of an outing which State Chairman Conners gave down the river to-day. Personages of some State reputation like State Treasurer Hauser, Grand Sachem

Daniel F. Cohalan, Lieut.-Gov. Chanler, Secretary of State Whalen and Mayor Dan Sheehan of Elmira came to town expressly to attend the chairman's picnic, and about all the well known Democrats hereabout excepting Deputy Attorney-General Frank H. Mott of Chautauqua were some-

The fest started in characteristic Conners fashion. All the Democrats formed in procession and marched down the main street to the tune of 'Tammany.' Stretched across the street at the head of the procession and supported by four loyal and husky parade like an awning. On it in letters three feet high were the words "W. J. Conners' Outing." In the middle of the parade was a high picture of Mr. Conners wearing a broad smile and emblazoned with three foot letters, "Our Host."

The crowd went by steamer from Buffalo to a spot down the river called Electric

Park. In the rush for the boat many of the local henchmen were left behind. Any Democrat in this section who wasn't there was absent because he had failed to secure an invitation. All factions were well represented, and the only conspicuous absentee was Edward F. Coatsworth. Some of the home rule hatchet buriers had hard things to say about him.

One of the first things done on the boat was to circulate a subscription list for the Bryan and Kern campaign fund. Gus Britt. Buffale's celebrated political fixer, had just signed for \$100 when the list blew overboard. There was great commotion when some one discovered that Mr. Conners and National Chairman Norman E. Mack were on it for \$100 each.

When the boat unloaded there was a rush for the tables, the food and the speechmaking. Herbert P. Bissell, known locally as the Democratic Marc Antony of Erie county, predicted victory in every State and made Chairman Conners smile. A standing toast was drunk to the memory of Grover Cleveland.

The real fun of the day came when the general committeemen presented Chairman Conners with a big cane. In a characteristic speech he called it a big stick and said he'd use it on any Democrate who did not get into line and finished up by saying this was the happlest day of his life.

Daniel D. Cohalan reminded the up-State Democrate of the many times when New York city had done her duty and the up-State Democrate had failed to turn out. State Treasurer Hauser said the Democratic party was the party of the people, and there were more platitudes.

Somebody sprung a boom for Charles B. Matthews of this city for Lieutenant-Governor, but it was lost on the way home. Local slates did not make a great deal of headway. It was more of a cane presentation and good time for Chairman Conners than it was a slate making expedition.